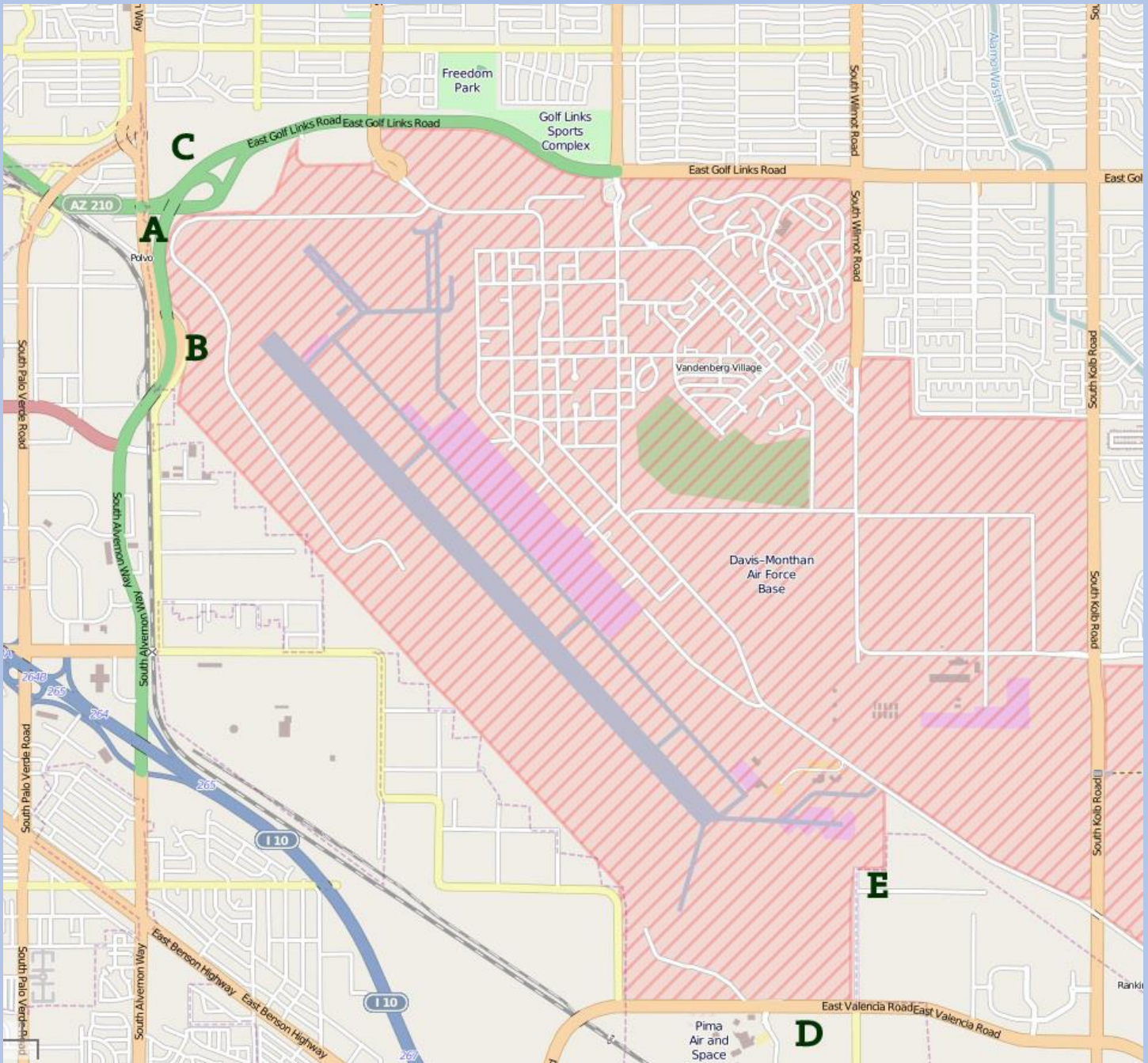


Davis-Monthan Air Force Base

Aircraft Observation Guide



The “Guardrail” (Location A) [GPS 32.186713, -110.908656] – This is the best “overall” location to shoot from at DM. This location is ideal for arrivals on runway 12. Take Alvernon Way North. After going under the Golf Links Rd overpass look for a large recessed area on the right-side curb. Pull in and park by the large tree. You can go up the hill along the guardrail to observe/photograph the aircraft as they arrive. ***Do not stay by the guardrail for any extended period of time. Local motorists may get nervous and call the Police.***

Contractors Way (Location B) [GPS 32.181959, -110.906135] – This location good for arrivals on runway 12. You can get a decent side-view of the aircraft as they arrive from this location. Take Contractors Way North. Stay to the right. Pull in after the second recessed area on the right-side curb.

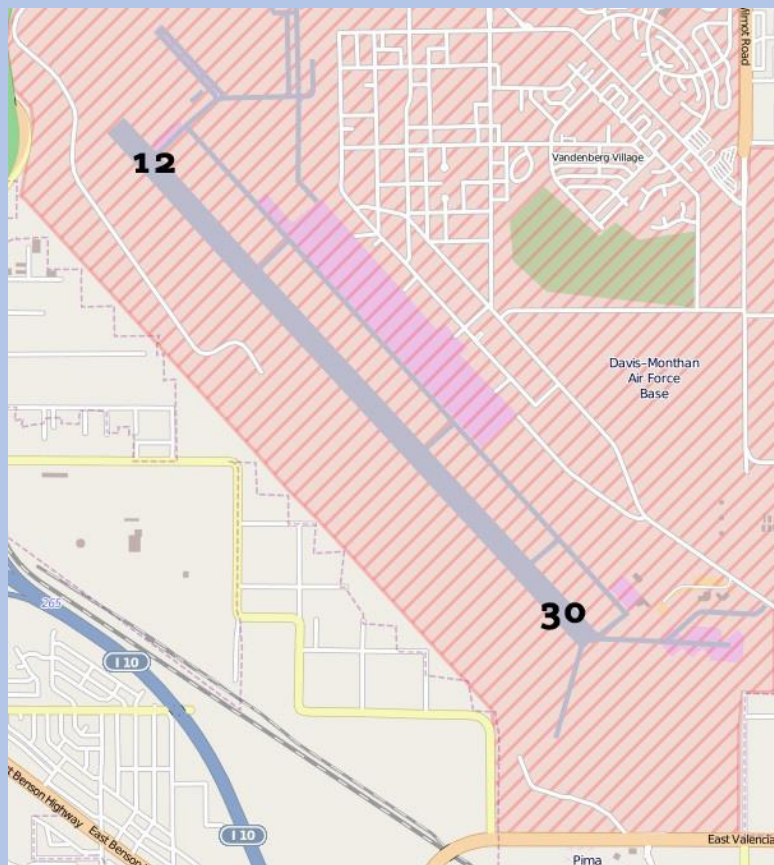
The Berm (Location C) [GPS 32.192672, -110.906709] – This location good for early AM arrivals on runway 12. After 11am this location is very poor due to the lighting. With this location you can catch the aircraft making the turn for the final approach into the base. This location requires some walking to get to. Take Alvernon Way south from 22nd St. Make a right on 37th St and immediately park on either side of the street. You will need to walk to the location by crossing Alvernon and walking North until a dirt area with a gate. Head east until you reach a hill with a trail on it. Pick the best location along the trail to observe/photograph.

Pima Air Museum (Location D) – [GPS 32.141080, -110.861451] – This location is good for afternoon arrivals on runway 30. Take Valencia east until Wilmot. Make a right on Wilmot and immediately look for the curb-less area to make a right turn into. Take the dirt area north than west along the trail. You will be just south of Valencia.

Wilmot (Location E) – [GPS 32.148828, -110.858350] – This location can be good for morning arrivals on runway 30. Off of Valencia, head north on Wilmot Rd. ***Use caution in this area due to an entrance to the base being at the end of Wilmot. Do not get too close or base security will visit you.***

****It is recommended that a scanner radio be used to monitor the traffic in and out of the base****

Runway Configuration



Scanner Frequencies

Frequency	Alpha Tag	Description	Mode
118.85000	DM Twr VHF	DMAFB - Tower - VHF	AM
253.50000	DM Twr UHF	DMAFB - Tower - UHF	AM
121.80000	DM Gnd VHF	DMAFB - Ground/Clearance - VHF	AM
275.80000	DM Gnd UHF	DMAFB - Ground/Clearance - UHF	AM
127.15000	DM AS Discrt	DMAFB - Airshow - Discrete	AM
138.50000	DM SOF VHF	DMAFB - SOF - VHF	AM
239.80000	DM Metro	DMAFB - Metro	AM
270.10000	DM ATIS	DMAFB - ATIS	AM
294.70000	DM FAA FAC	DMAFB - FAA - FAC	AM
327.70000	DM SOF UHF	DMAFB - SOF - UHF	AM
372.20000	DM Plt Disp	DMAFB - Pilot to Dispatch	AM
381.30000	DM Cmd Post	DMAFB - Command Post - Callsign: Raymond-8	AM
168.68750	Giant Voice	DMAFB - Giant Voice - Base PA System - Low Power	FM

Disclaimer

*** The creator and/or distributor of this document makes no claim as to the legality of observing and/or photographing aircraft at the locations specified in this document. It is expected that private property is off-limits, as well as, any locations designated as such (ex- no parking/standing zones). At times, observing/photographing aircraft can be a sensitive security issue. In any case, one should always be prepared to be confronted by law enforcement/airport or base security and be respectful at all times. While one can argue on whether aircraft observation at airports and military installations is a right or privilege, during these security-sensitive times in the U.S., I prefer to look at it as a privilege and act accordingly.***